



Vol. 2, No. 1
Summer
2004

YEAR AT A GLANCE

Outstanding SAREX
Helping RIT Testers
Honoring Wright Brothers
Riding an F-15
British Volunteers
Homeland Security
Mountain Flying
Military/CAP Partners
Chaplains' Work



NEW YORK WING HAS BIG PRESENCE AT AIR SHOWS



Wheels Up!

SUMMER 2004

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New York Wing
Civil Air Patrol
U.S. Air Force Auxiliary

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Col. AUSTYN GRANVILLE Jr. ***In the Left Seat***

Communication Is Key



We have many vehicles of communication that we use in the New York Wing, including e-mail, the wing's information e-list, snail mail, and, of course, direct verbal communication, either on the phone or face to face.

They all can be effective, but each has its place, too.

For example, e-mail and the e-list are wonderful for passing announcements and for spreading the word on events and issues.

But communicating directly – verbally – with your superiors (aka: the chain of command) really is the better way to flow specific information and to

ask questions, as it provides the opportunity to give an answer at the lowest level possible and also moves the question up to the level needed for resolution.

This direct, chain-of-command communication educates all levels with the answer on the way back down. Using e-mail for this kind of information is not desired, as personnel often copy (cc) folks when going to the top, or copy (cc) folks at the top when posing the question at levels below, and that is inappropriate.

Communication is the key to success in all that we do. Just keep in mind the appropriate method to use.

ABOUT THE COVER

Not only do NY Wing members help out at air shows around the state, but they often are involved in planning and serving on show committees. Here, Cadet Tech Sgt. Charlise M. Brooks of Syracuse Composite Squadron helped staff the flight line for perimeter control at the 2003 Oneida County Air Show. More on air shows – Page 5.

Photo by 1ST LT. BOB STRONACH

Air Force Evaluators Praise Exercise WING CONDUCTS SIMULATED MISSIONS OUT OF GRIFFISS PARK

ROME — Crews from throughout the state converged on Griffiss Business and Technology Park in November to participate in an exercise designed to sharpen skills needed for rapid response missions in support of search-and-rescue, Homeland Security and natural disaster aid.

Ten aircraft, air and ground crews, four vans and communications equipment were involved in the SAREX (search & rescue exercise) at the former Air Force Base, said Lt. Col. Bill Hughes, wing emergency services director.

“We geared up to have the base staffed Friday morning, with the staff growing throughout the day, with new and additional personnel arriving on Saturday,” he said.

Air Force evaluators observed the exercise, which tested the wing’s capabilities and performance, Lt. Colonel Hughes said.

“The objective was to keep the teams proficient in rapid-response search-and-rescue, reconnaissance, photography, use of the Global Positioning Satellite (GPS) systems, transmitting images air-to-air and air-to-ground, and performing base staff functions for coordination, communications and control,” he said.

He noted: “The closing state-

ment from the evaluation team was: ‘You got an *outstanding* and set the standard in several areas.’” He continued: “We had an outstanding turnout at the base both days, with just short of 50 on Friday and over 80 people on Saturday. Others coordinated and flew the CD (counter drug) sortie during the week. The majority of the scenario was Homeland Security-type tasking with a missing child and ELT simulation thrown in.”

SQUADRON HELPS RIT TEST AIRBORNE FIRE DETECTION UNIT

By **FIRST LT. SCOTT GARDNER**

Condor Composite Squadron partnered with researchers from Rochester Institute of Technology last summer in a test flight of the NASA-funded Wildfire Airborne Sensor Program (WASP) at Perry-Warsaw Airport.

At dusk, squadron members placed candles, flares, small tabletop grills, a four wheeler and an airplane around the airport. Members also acted as human targets to be detected by the wild-



Lt. Col. Bill Hughes helped plan the November SAREX.



Photo by 1ST LT. SUE PERRY

Cadets huddle around topographical map during the November SAREX.

fire detection system aboard a twin engine Piper Aztec that made passes at different altitudes beginning at 10,000 feet.

The test was a success, according to RIT researcher and squadron aerospace education officer First Lt. Don McKeown.

“Thanks to the support we received from the Condor Squadron, we were able to demonstrate the ability of WASP to detect small charcoal fires under tree canopies as well as to detect aircraft

and people on the ground at night,” said First Lt. McKeown.

The WASP system combines three infrared heat sensing cameras, GPS equipment, and a high-resolution visible-light digital camera equipped with spectral filters.

Mounted on a gimbal on the underside of the aircraft, the cameras sweep from side to side from horizon to horizon along the flight path.

The cameras can detect fires smaller than a foot across and below 600 degrees Fahrenheit. These fires are considered cool and not large enough to generate smoke, making them undetectable with current airborne fire detection equipment.

“It is critical to detect these

small fires so they can be contained before they become out of control,” says McKeown. The GPS equipment pinpoints the latitude and longitude of a fire.

The system next was to head out west for US Forest Service tests.



1st Lt. McKeown helped design the fire detection system.



RIT engineer Jason Faulring shows results of test to Cadets Evan and Will Taylor; 1st Lt. Don McKeown, his wife, Debbie, and their children.

MISSION SCRUBBED, BUT STILL TRAINED

Central NY Group was to participate with the 274th Air Guard in a CAP/CAS (Close Air Support) mission last October. My job was running the picture receiving base station. Bad weather scrubbed the mission; however, we had six cadets hoping to participate in the picture receiving and processing for the first time. What we did was to “simulate” and practice the entire process. We connected a video camera to the downlink radio, pumping a video sig-

nal directly into the receiving computer. We ran the rest of the process, right through picture enhancement and sending via email, just as if we were doing it for real. This was the first time we had used the equipment for a mission since we moved to our present building. Had we tested the equipment? Yes. However, a couple of steps and a modem phone line connection got missed. Are we better for it? Do we have six motivated cadets? Did we learn something? Yes, yes and yes!

- Capt. Dan Dodge, CNY Group

SOUNDBITE

“NY Wing has learned a lot since September 11, 2001. Many important working relationships have been established at the state, county and local levels. The Core Competency of the Wing -- air and ground observation and photography supported by our own command, control, communications, computers, and information analysis functions -- has been presented and demonstrated to critical decision makers.”

--James Edmonds, Maj
Wing Homeland Security Officer

CAP PILOTS CELEBRATE CENTENNIAL OF POWERED FLIGHT

Americans observed the 100th anniversary of the Wright brothers' first powered flight in different ways on Dec. 17, 2003. While aviation enthusiasts in Kill Devil Hills, NC, were trying but failing to get a \$1.2 million replica of the Wright brothers' plane airborne, CAP and other local pilots at Oneida County Airport near Utica were airborne at 10:35 a.m., the the exact moment of the Wright Brothers first flight.

Lt. Col. Steve Perta, wing director of operations, had arranged a 9:30 a.m. press conference. CAP pilots were joined by pilots from the EAA, AF Aero Club, Oneida County Aviation Association, Galaxy Aviators and other flying groups. The conference began with remarks by Lt. Col. Perta about the Wright Brothers suc-



Lt. Col. Steve Perta organized a press conference and centennial commemorative flight.

cess culminating with four flights that day.

A severe winter storm was approaching, but at 10:30 a.m. conditions were still VFR and four aircraft, with a reporter and a photographer on two of them, taxied out to the runway. The CAP C-172 was piloted by Lt. Col. Perta with Maj. Gerry Marketos as co-pilot and Capt. Joe Valvo as observer. The planes made one cycle in the airport traffic pattern before landing and giving news media a "local" angle for their Centennial of Powered Flight coverage.

WING ASSISTS AT NEW YORK INTERNATIONAL AIR SHOW

Units from the Catskill Mountain, Southeastern and York City Groups were tasked with a multitude of essential assignments at the NY State International Airshow at Stewart AFB, Newburgh. More than 100 cadets and senior members turned out for the two-day show on Father's Day weekend last year. Catskill Mountain Group Commander Maj. Lawrence Model was in charge of all CAP personnel.

Members manned the flight line for perimeter control, provided entrance gate security as well as supervision of the various reserved seating areas. There was also a roving crisis task force to provide temporary help at various sites. CAP was a highly visible presence and operated the only radio network in the spectator area, assuring the public received prompt attention for emergencies. U.S. Sen. Chuck Schumer spoke to the crowd about supporting American troops, and Major Model briefed the senator on CAP.

The show included spectacular acts, from West Point Black Knights Jump Team to the popular C-130 Fat Albert and the Blue Angels. -- By Capt. Kevin Barry

Photo by 1ST LT. BOB STRONACH



"Firebirds" pilot Jae Walker answers questions about his aerobatic plane from Utica Composite Squadron Cadets Steve Piacentino, Mike Paquette and Nick Engle at the Oneida County Air Show last August.

AIR GUARD AND CAP MEMBER WINS F-15 RIDE

By FIRST LT. BOB STRONACH

When Paul Kulesa is not watching the homeland skies on his radar screen at the Northeast Air Defense Sector (NEADS) in Rome, NY, the Air National Guard senior airman spends time with NY Wing's Utica Composite Squadron. He is the safety officer, with a rank of 2nd Lt., and his son, Nicholas, 12, is cadet airman first class.

They both joined CAP in January 2003, and since he was a volunteer firefighter who had just completed EMT training, Squadron Commander First Lt. Mike Perry saw a good fit with the safety officer post.

His work with CAP, along with military abilities and professionalism, is why Kulesa was named NEADS Senior Airman of the Quarter. As a reward, he said he got the "thrill of his life" in January – flying in an F-15 Eagle fighter jet. Twice.

He and Master Sgt. Kevin Foster, who was named senior NCO of the quarter, flew out to Kingsley Air National Guard Base in Klamath Falls, Oregon, where they attended a pilot briefing on a training mission involving combat maneuvers; took life-support training (how to eject and guide a parachute); spent time in a flight simulator, and then boarded the



2nd Lt. Paul Kulesa of Utica Composite Squadron snapped this self-portrait during a 4G turn from the backseat of an F-15 Eagle fighter jet.



F-15s. He flew with Lt. Col. Richard W. Kelly, commander of 114th Fighter Squadron, who happened to be a fellow New Yorker — a native of Potsdam and graduate of that city's Clarkson University.

"It was fantastic," he recalls. "I still love talking about it."

He said they spent a lot of time in the clouds at 18,000 feet, flying by instruments and practicing combat maneuvers. "It was a smooth ride, not bumpy. It was smoother than riding in a car,"

he said, adding that he didn't feel turbulence until the pilot put on the "air brakes" to slow down to land.

After two hours in the air, they learned that snow and low clouds forced Kingsley to close its runways, and they were diverted to the Naval Air Station at Fallon, Nevada – a "Top Gun" school – where they dined at the Officers' Club and spent the night. The next day they went up in the F-15s again as the bad weather broke in Klamath Falls.

THE BRITISH FACES OF CIVIL AIR PATROL

By **CAPT. KEVIN BARRY**

WAPPINGERS FALLS -- “What was the score of the Manchester game? I saw the Queen on her last visit here. There is a new tea shop...”

No, you are not sitting in a pub in London, but listening to CAP members taking a break during an Aircrew Training Seminar at Westchester County Airport.

2nd Lt. Jacqui Sturgess, 2nd Lt. Milton Josephs and S/M Pat Scully, the “Brits” as they like to be called, are helping their “adopted” county with Homeland Security by being the “eyes of the home sky”. After Sept. 11, 2001, they were looking for a way to help America fight terrorism at home, and chose the Civil Air Patrol.

2nd Lt. Jacqui Sturgess is deputy cadet commander of 33 cadets for the New York City Group’s Phoenix Composite Squadron when she is not working as an education coordinator for Mount Sinai Medical Center in Manhattan. She grew up in Bournemouth, on the south coast of England, and after working two years at IBM’s European Headquarters in Paris, she decided to come to the “States” for the Bi-centennial. After becoming a naturalized citizen and getting married, she started flying lessons — but with the attacks of 9/11

“on my city, on my county, I had to do something!” With her interest in aviation history, she became aerospace education officer, and under her guidance the squadron earned the Aerospace Education Excellence award.

As CAP Aerospace Education Consultant to the Greater New York Girl Scout Council, she helped organize a program called, “Girl Scouts Conquer the Sky: Women with Wings”, with the potential to reach over 260,000 Girl Scouts in all five boroughs.

Don’t be fooled by soft-spoken, white haired Pat Scully who always has a smile — she parachuted for the first time on her 70th birthday wearing a T-shirt saying, “All I ask is that you treat me NO different than the Queen!”.

Pat grew up in the seaside vacation town of Blackpool, 50 miles north of Liverpool, being bombed by the Luftwaffe during the “Battle of Britain”. After the war, her family vacationed in Canada and while on a week stayover in New York, she met her husband, John, a US Marine veteran of the South Pacific. They married four years later. Her daughters were born in the UK and her sons in the US. They moved permanently back to the US in 1970, and after the death of her hus-



Senior Member Pat Scully, a ‘Brit’ who discovered she wasn’t too old to join CAP.



2nd Lt. Jacqui Sturgess, a ‘Brit’ aerospace educator.

band, Pat saw a sign about CAP in her doctor's office. "Too bad I'm too old to join," she said, but her doctor explained there was no age limit. She is now finishing qualifying as an air-crew mission scanner with Dutchess County Composite Squadron.

2nd Lt. Milton Josephs, who grew up in a North London suburb, says he has "the best of both worlds" because he flies CAP cadets in the States and the Air Cadets when in England. He is also known as Flying Officer Milton Josephs, RAF Flying Instructor with the Royal Air Force Reserves instructing air cadets in England how to fly the Grob 109B Vigilant (a German two-seat, self-launching motorized glider).

Milton, who works for Willis (the second largest insurance broker in the world), married his wife Debbie and immigrated to the US in January 2001. While his wife was on a business trip to Delaware and he was returning on a flight from London, he learned of the attacks on the World Trade Center. Their apartment was only 150 yards from Ground Zero. They used the WTC concourse as a shortcut to work. Joining CAP in October 2001, he quickly became cadet orientation pilot and now is finishing qualifying as mission pilot with Phoenix Composite Squadron.

Members of their squadrons love having their "British Cousins" with them. They have noticed when leaving meetings "cheerio" has sometimes replaced "good night".

FIRST HOMELAND SECURITY SEMINAR ATTRACTS 63

SYRACUSE -- Some 63 seniors and cadets from Buffalo to Long Island attended the first NY Wing Homeland Security Seminar held Oct. 25 at Hancock Air National Guard Base.

Led by Maj. Jim Edmonds, the wing's homeland security and military relations officer, the seminar featured presentations by Air Guard Capt. Glen Hisert (274th Air Support Operations Squadron), Lt. Col. Randy Johnson (wing government relations officer), Maj. Tom Carello (CNY Group commander), Maj. Bob Flynn (CNY Group), Capt. Dan Dodge (CNY Group) & 1st Lt. Phil Harris (CNY Grp).

The Wing Homeland Security Program Vision, Mission Statement, and Goals/Objectives were also presented. This information is on the Wing website (www.nywg.cap.gov).

Two major action items emerged from the seminar, Major Edmonds reported. "The

first is to develop a NY Wing Standing Operating Procedure for Aerial Photography and Imagery Processing. The second is to determine whether the NY Wing could or should continue to support the Single Frame TV technology after the final set of NTIA regulations on our communications systems go into effect in 2007."

CAP national headquarters has decided to abandon the SFTV technology in favor of hyperspectral imaging and Fast Scan TV transmitted via SATCOM links. However, he noted, new equipment on the commercial market may "allow the transmission of a digitized SFTV image on our new frequencies/bandwidths."

The NY Division of Military and Naval Affairs is "our current HLS customer for imagery information products," he noted, and "we have received several inquiries from military and



Homeland Security Officer Maj. Jim Edmonds, left, with Central NY Group Commander Maj. Tom Carello.

civilian agencies regarding the expansion of our Single Frame TV capabilities.” Regardless of the decision on SFTV, he said, good quality digital photographs that are carried back by the air crew, processed by mission base debriefers and communications specialists, and prompt dissemination of images “will be the foundation of CAP’s imagery information capability.”

At the seminar were:

Brodsky, Dan Capt
Brooks, Charles C/MSgt
Carello, Tom Maj
Cashin, Mark Maj
Connell, Chris Cadet
Connell, Pete 2 Lt
Crowell, George Maj
Deisinger, Jared C/2Lt
Desimone, Dylan C/CMSgt
Dodge, Dan Capt
Drummond, Robert C/TSgt
Durr, Joe Cadet
Edmonds, Jim Maj
Edwards, Megan SM
Engle, Nick C/1Lt
Erle, Chuck SM
Farr, Ben Cadet
Farrell, Kevin C/Amn
Fenner, Holden C/CMSgt
Ferens, John Cadet
Ferens, Mat Cadet
Flynn, Bob Maj
Fryer, Charles Capt

Goldman, Joe Maj
Gottlieb, Peter 2Lt
Harris, Andrew C/1Lt
Harris, Phil 1Lt
Harris, Timothy C/MSgt
Hasard, Larry 1Lt
Hasard, Ted C/Capt
Heath, Michael 2Lt
Hewett, Judy 1Lt
Hisert, Glen Capt (ANG)
Holmes, Rory 1Lt
Indivero, Chad C/Amn
Johnson, Randy Lt Col
Joneson, Thomas 1Lt
Jordan, Bruce CMSgt (ANG)
Kelly, Mike Capt
Kroon, Eric Maj
Liddle, Andy SM
Lord, Steve 1Lt
Luebs, John 1Lt
Martin, Dave 1Lt
McKeown, Don 1Lt
Moynihan, Charles SM
Paquette, Ralph SM
Paquette, Tim 2Lt
Perry, Mike 1 Lt
Perry, Sue 1 LT
Reed, Kathleen 1Lt
Reed, Martin 1Lt
Reed, Megan C/1Lt
Rogers, Daniel Capt
Scarpato, Amanda SM
Schenk, Eric C/1Lt
Shaw, Ted Capt
Starr, Taylor Cadet
Stearns, Deborah 2Lt
Stenuf, Sarah C/AB
Terhaar, Jerry Maj
Vrabel, Robert SM
Wienk, Ray 2Lt

30 ATTEND MOUNTAIN FLYING CLASS

Mountain Fury, a mountain search pilot course, was conducted last August by Lt. Col. Roland J. Zavada and Lt. Col. Ronald Volungus at the Empire State Aerosciences Museum at Schenectady County Airport. Participants were:

Ameden, William CPT
Benedict, Brian CPT
Bradley, John CPT
Brewer, James 1Lt
Coon, Larry 1Lt
Cox, William MAJ
Heinrich, Jacques LTC
Jayson, Jeff 2Lt
Katz-Braunschweig, Dan CPT
Kelly, Michael J. CPT
Krieger, David 2Lt
Kravitz, Howard 1Lt
Lavin, Herbert P. COL
Miles, David 2Lt
Montavon, Virgil MAJ
Newman, Charles A. 1Lt
Rein, Julius CPT
Sachs, Eric CPT



Mountain Fury instructors Lt.Col. Roland Zavada, above, and Lt.Col. Ronald Volungus



Squier, William SM
Stehling, William CPT
Szekely, Thomas CPT
Ward, Bob SM
Volpato, Louis CPT
Zaslavsky, Dmitry 2Lt
Observers were:
Eddy, Donald LTC
Holteen, Timothy CPT
Larmann, Albert LTC
Noren, George CPT
Pierson, James LTC
Rowell, J. COL

COMMAND APPOINTMENTS

Wing commander Col. Austyn W. Granville Jr. has announced these command appointments:

- Lt.Col. Diane Wojtowicz, Finger Lakes Group CO.
- Lt. Col. John Zier, Western NY Group CO.
- Maj. Liz Savery, NY City Group CO.
- Capt. Scott Ullery, 2004 Wing Leadership Encampment CO.

MILITARY AND CAP CAN BE 'WIN-WIN PARTNERSHIP, GUARD LEADER SAYS

The military and the Civil Air Patrol can work well together, according to Lt. Col. Mike "Snack" Wells, fighter pilot and Air National Guard squadron commander. In fact, he told the 2003 NY Wing Conference, his Guard unit has benefited from the passion, professionalism and expertise of CAP volunteers.



Lt. Col. Mike Wells

Pointing to the Guard as part of "the Total Force" concept, Lt. Col. Wells said: "We need to include CAP in that fold." His 274th Air Support Operations Squadron is part of the 174th Fighter Wing at Hancock Air National Guard Base, Syracuse.

He got to know CAP, he said, when Maj. James Edmonds, then-Central NY Group commander, came "to tell me" how cost-effective CAP is, about its search-and-rescue, communications and photo reconnaissance capabilities, and how it can airlift material and personnel.

"You have capabilities and we can pay for your services," he said.

Building on programs for other Guard units, including low level route surveys and providing radar targets, Lt. Col. Wells and

Maj. Edmonds developed new opportunities for CAP, including:

- HF (high frequency) communications training;
- command/control center staffing during exercises (allowing Guard staff to go into the field);
- flying Terminal Attack Controllers in the right seat on Close Air Support training missions to let them experience

what the fighter pilot sees;

- providing air and ground reconnaissance photos for military training missions;
- providing computer operations, administrative, and logistical support;
- providing general technical expertise ("My hats off to you!").

"The bottom line is – it's a win-win partnership."



Army Reserve Maj. Gen. Bruce Robinson got a standing ovation at last year's wing conference when he saluted CAP members for their volunteerism and professionalism. "You're a bargain!" he said. "Where else can you get a ten-thousand-dollar value for \$90 an hour (cost of sending a CAP aircraft on a mission)."



C/Maj. Nathan King (Condor Composite Squadron) is named Cadet of Year by Col. Austyn Granville at last year's wing conference.

WING CHAPLAIN WHO PASSED HAT TO SON RECOGNIZED FOR 9/11 WORK

Former Wing Chaplain (Lt. Col.) Barbara Williams received a commendation at the 2003 NY Wing Conference, recognizing her work in the days following the terrorist attacks on the World Trade Center. The commendation was belated because CAP chaplains were not called on by New York State and did not get a mission number. But, as the Wing Chaplain on Sept. 11, 2001, that didn't stop her from sending chaplains as clergy to hospitals, police headquarters, fire stations, crisis counseling centers and feeding sites for emergency workers.

"This is what I need to do," she told her supportive Wing Commander, Col. Austyn W. Granville Jr., after watching the twin-tower inferno from the window of her Brooklyn home. "The chaplains need to be out there." They just couldn't identify themselves as members of CAP.

Her chaplains were trained in crisis intervention, she said, which is exactly what was needed. If people under stress "don't let it out, if they don't talk," sooner or later "they may develop symptoms of post traumatic stress."

One example: in the days that followed, Chaplain Williams was called to the College of Aeronautics to meet with some 90 CAP



Chaplains Barbara Williams and Van Don Williams.

personnel from five Groups who were experiencing a gamut of emotions from frustration to rage. She called her son, Van Don, a NY City firefighter and CAP chaplain, and asked him to join her. He brought along his battalion chief. As soon as the fire chief appeared, the gathering of CAP volunteers spontaneously erupted: "We love you!"

"He just turned and fell into my arms," Chaplain Barbara Williams recalled. "The chief needed debriefing, too."

Chaplain Barbara, associate minister at First Church of God in Christ in Brooklyn, served as Wing Chaplain from 1996 to about two months after Sept. 11, 2001. She was NY's first female wing chaplain, appointed by NY's first woman wing commander,

Col. Joy Nelson. Her son, Maj. Van Don Williams, also an associate minister at First Church of God in Christ, succeeded her as wing chaplain – another first – appointed by Colonel Granville.

"Pass it from mother to son – who would have known that!" she said.

And he is not the only son or daughter to follow in her ministerial footsteps: Eight of her 11 children have become ordained ministers.

Chaplain Van Don noted that his training as a CAP chaplain, specifically Critical Incident Stress Management, "allowed me to help fellow firefighters."

"I've learned that chaplains are there to save lives, just like firefighters—to save lives spiritually."

-- by First Lt. Bob Stronach

New York Wing in Action

RETIREES STAY PLUGGED INTO WILD BLUE YONDER

A feature in Newsday on Feb. 21 spotlighted several Long Island and New York City senior citizens who are active in the wing.

"Hooked on aviation as pros or amateurs, a corps of retirees stays plugged into the wild blue yonder," the headline declared. The story spotlighted:

- First Lt. **Larry Buschel**, former airline mechanic and ground crew member.

- Capt. **Mike Kelly**, banker and ground crew commander.

- Capt. **Ruby Bostic**, retired social worker, pilot and squadron commander in the NYC Group.



CHECKMATE!

Four cadets with Sullivan County Cadet Squadron took second place in the U.S. Amateur Team East Chess Championship in Parsippany, N.J., Feb. 14-15, beating both Army and Navy academy teams and 85 percent of the colleges participating. From left, the cadets are: Mario and Anthony Cassase, and Chris and Noah Belcher.

- Lt. Col. **George Burns**, an operations officer with NY City Group and former airline PR rep.

- Lt. Col. **Jacques Heinrich**, ex-contractor and Long Island pilot chosen to fly over Ground

Zero the day after the terrorist attacks on a photo mission.

- Lt. Col. **J.C. Follender**, retired school teacher and CAP aerospace educator who learned to fly when she was a teenager.



TEACHER HONORED

Kenneth Huff, a middle school teacher in Williamsville, NY, was inducted into the Civil Air Patrol's Crown Circle for Aerospace Education Leadership on March 27 at the 2004 Convention on Aviation and Space Education in Atlanta. Huff promotes aerospace education as a member of CAP and the Air Force Association, works with NASA as a field test teacher, and gives aerospace workshops for other teachers. Inducting him are CAP National Commander Maj. Gen. Richard Bowling, left, and aviation pioneer A. Scott Crossfield.



SUBCHASER DIES

Glen P. Cook, 86, of East Greenbush, NY, one of CAP's original World War II "subchasers," died Feb. 4. Cook was a guest of honor at the 2002 Wing Conference, where he got to chat with members and cadets, including Mohawk-Griffiss Senior Squadron Commander Maj. Gerry Marketos.